

THE MARKETS.

Stocks Dull and Sluggish, But Prices Very Steady.

A Slight Reaction More Noticeable in a Few Securities at the Close, However.

Special Dispatch.

New York, Feb. 21.—The market opened dull, and was dull until 11 o'clock, when it strengthened under the lead of Lackawanna and Reading. Both Delaware and Lackawanna and Reading were advanced sharply. St. Paul and Lake Shore were higher and quite active. Bullishness was higher and other stocks were the only features up to 1 o'clock. About that time reaction in coal stocks set in, causing a general decline.

The borrowing demand was fair all day. Union Pacific, Louisville and Nashville, Northern Pacific preferred, and New York Central lending at a premium.

The day's trading was pivoted upon the coal stocks, and it was a very dull one, closing lower under fair realizations over the holiday by the room traders, who bought for a turn in the earlier trading. Bonds were strong and active.

It is said the market for Louisville and Nashville has been supplied extensively by insiders, and the stock is likely to go lower. The Windsor party made a good deal of capital out of the statement that the action of the subscribers regarding payments of silver on balances to the banks would have unfavorable effect in financial affairs, and this was the main subject discussed last evening.

Gould and Sage's friends say they are both very bullish upon the market.

Vanderbilt talked very bullish yesterday, but the "boys" believed he was selling all the same. The Vanderbilt party took 100 for Lake Shore by Saturday night, 45 for Reading next week, and 140 for Lackawanna.

Good authority says a large amount of Union Pacific was transferred this week to Gould, W. E. Cannon & Co., and Work, Strong & Co., and parties likely to know say Gould has now control of Union Pacific.

Despite the denial of any extra dividends to be made on Lackawanna, several members of the bull pool in this stock say a dividend of the surplus will be made this spring.

Gould, in an interview last night, said: "Never in my experience have I been obliged to take so few stocks in advancing the market as during the present time. Mr. Vanderbilt tells me that his experience is the same. He said the Northern Pacific were no longer a cloud over the market. They were all right. The winding up of Oregon Transportation has never been discussed by the directors."

A Chicago dispatch states that a large grain house was discovered offering oats in Boston a day or two since at prices lower than regular trunk line freight rates would permit, and on this fact Commissioner Fink learned that grain had been shipped at cut rates by the "Blue Line" over the Michigan Central.

It is stated by the Western Union officials that the company has a written arrangement for working Nickle State telegraph and upon this the Western Union is fighting the Baltimore and Ohio.

A Philadelphia dispatch says: The annual report of general manager of the Reading company shows the following increase in 1883, compared with 1882: Coal tonnage, 35 8-10 per cent; merchandise, 12 4-10 per cent; passengers carried, 51 3-10 per cent; receipts from coal transportation, 43 4-10 per cent; merchandise transportation, 21 9-10 per cent; passengers transportation, 48 8-10 per cent; total receipts, 39 1-10 per cent.

Sales of stocks to-day aggregated 335,512 shares, including the following: Delaware, 11,000; Union Pacific, 22,000; Denver and Rio Grande, 6,000; Erie, 4,000; Lake Shore, 3,000; Louisville and Nashville, 8,000; Missouri Pacific, 5,000; Northwestern, 6,000; Pacific Mail, 4,000; Reading, 7,000; St. Paul, 10,000; Texas Pacific, 5,000; Union Pacific, 13,000; Western Union, 5,000; Oregon Transportation, 5,000; Northern Pacific preferred, 13,100.

Following are opening and closing prices of principal stocks, as corrected by special wire telegrams received by Bateman & Co., bankers, No. 1411 F street northwest:

No. 1411 F street northwest		Opening, Closing
Delaware and Hudson	.....	113 1/2 70 1/2
Western Union	.....	70 1/2 70 1/2
Delaware and Maryland	.....	70 1/2 70 1/2
New York Central	.....	117 1/2 71 1/2
Delaware and Potomac	.....	71 1/2 71 1/2
Michigan Central	.....	63 1/2 63 1/2
Lake Shore	.....	105 1/2 63 1/2
Louisville and Nashville	.....	105 1/2 63 1/2
Chicago and Northwestern	.....	121 1/2 63 1/2
Delaware and Pennsylvania	.....	63 1/2 63 1/2
Central New Jersey	.....	89 1/2 63 1/2
Delaware, Mt. and P.	.....	89 1/2 63 1/2
Wabash, St. L. and Pacific	.....	179 1/2 63 1/2
Wabash, St. L. and P. pref.	.....	92 1/2 63 1/2
Norfolk Pacific	.....	92 1/2 63 1/2
Denver and Rio Grande	.....	219 1/2 63 1/2
Warren, Lac. and Ont.	.....	219 1/2 63 1/2
Philadelphia and Reading	.....	63 1/2 63 1/2
Delaware and Chesapeake	.....	63 1/2 63 1/2
Northern Pacific preferred	.....	47 1/2 63 1/2
Chicago, St. Paul, St. O.	.....	47 1/2 63 1/2
Chicago, St. P., M. and G. pref.	.....	47 1/2 63 1/2
Candle Southern	.....	63 1/2 63 1/2
Delaware and Maryland	.....	63 1/2 63 1/2
Kansas and Texas	.....	63 1/2 63 1/2
Delaware, Burlington and Q.	.....	63 1/2 63 1/2
Illinois Central	.....	183 1/2 63 1/2
Oregon Transcontinental	.....	29 1/2 63 1/2
Rocky Mount. and Potomac	.....	29 1/2 63 1/2
Delaware and Maryland	.....	63 1/2 63 1/2
Ontario and Western	.....	105 1/2 63 1/2
Delaware and Potomac	.....	63 1/2 63 1/2
Delaware and Maryland	.....	63 1/2 63 1/2
Richmond and Danville	.....	63 1/2 63 1/2
Delaware and Maryland	.....	63 1/2 63 1/2
Delaware and Maryland	.....	63 1/2 63 1/2
East Tennessee preferred	.....	134 1/2 63 1/2
Ohio Central	.....	134 1/2 63 1/2
Delaware and St. Louis	.....	110 1/2 63 1/2
Pulman Car Company	.....	110 1/2 63 1/2
Delaware and Maryland	.....	63 1/2 63 1/2
Hannibal and St. Jo.	.....	110 1/2 63 1/2
Delaware and Maryland	.....	63 1/2 63 1/2
West Shore	.....	63 1/2 63 1/2
Pacific Mail	.....	63 1/2 63 1/2
Rock Island	.....	63 1/2 63 1/2